

## HAWAIIAN GAZETTE

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CHARLES S. CRANE, Manager.

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## THE SUBSIDY BILL.

What is proposed as the maximum to be obtained from congress in the way of a ship subsidy measure has been introduced into the house of representatives by Congressman Humphrey of Washington, a bare outline being received here in the cable news yesterday. The bill, in its main clauses, enlarges the present mail contract conditions, allowing the payment of mail subsidy to vessels smaller than and slower than those now receiving such payment.

What Honolulu may receive in the way of benefits from the passage of the Humphrey bill is a little faster passage between this port and the Coast and a possible resumption of the Oceanic service to Australia. The latter contingency is based on an assumption that the three Sprechels boats, the Sonoma, Ventura and Sierra, will be put into condition to carry out the speed requirements of the bill.

The Sierra has been transformed into an oil burner, ostensibly for the Honolulu run. She will be able, it is said, to maintain a speed of seventeen knots, just fast enough to get into the subsidy class. The passage of the measure may mean the installation of the same oil-burning equipment on the other two Sprechels liners.

The Pacific Mail liners will benefit, but there is no assurance that Honolulu will receive any better service from that line than it is getting now.

Boats on the local run will benefit not a farthing, as was to have been expected, and, of course, the distinctly slow freight lines receive no benefit in subsidy.

As originally planned, the arrangement was to subsidize only a limited number of lines running from United States ports to South America, Australia, China, the Philippines, and Japan. The cables state that only lines running to the countries mentioned will be subsidized by the bill, but no mention is made of any restriction on the number of lines, provided all meet the size and speed requirements.

What the extent of the subsidy may be is not as yet given, and, altogether, it appears rather early for Honolulu to rejoice particularly over the appearance of the bill.

This can be said concerning it, however, that it is a step at least in the right direction and should receive what support Hawaii can give it. Some American ports will benefit by its passage, and Honolulu may be among these. At any rate, even with Honolulu not included, the measure should receive endorsement, tending, as it will, to restore a degree of confidence among American shipowners.

The passage requiring a part-American crew is more likely to be received with acclaim by the seamen's unions than by the owners, and the admission of foreign-built, but American-registered, steamers to the subsidy class will not overly please the shipyards.

The most important provision of the measure appears to be that which gives American vessels a rebate in the tonnage tax. This will apply, evidently, to all American ships, and will be one thing in which some of the American boats touching at this port will benefit.

In its relation to coastwise suspension for passenger traffic, the subsidy measure affords no reasonable excuse to recall Hawaii's request to congress. Nothing contained in the bill gives any assurance that any immediate relief will be afforded Honolulu. If the bill passed today, the only thing that could happen would be the possible placing of the Sierra on the run to Australia, and that could not come before some months.

A suspension of the coastwise law as regards the carrying of passengers would give quick relief and would place at our disposal for this winter's tourist traffic four more first-class passenger boats. The suspension of the coastwise law is the only possible relief in sight for this winter.

Honolulu should work for both the subsidy law and the suspension. If both are given, Honolulu will win in two ways, while support given to both may help the passage of one. Agitation for a suspension of the passenger restrictions of the coastwise law will help the progress of the subsidy bill, while, if the bill is defeated, by way of mitigation, the suspension may be granted.

## ANTI-DOPED LIQUOR CAMPAIGN.

The wholesale liquor dealers of this city have adopted the right course in offering to assist the authorities to run down any persons who may be engaged in the sale of adulterated and doped liquors. In such matters the wholesalers can be of the greatest assistance, while they will be at the same time helping themselves and protecting their own interests.

Complaint has been made that The Advertiser, in its campaign against the sale of beverages that keep the coroner busy, is helping the sale of some brands of liquors and hurting the sale of others. That is no concern of this paper. The Advertiser knows no brands or firms nor dealers in the matter. All we know is that there are people being killed through drinking the cheaper grade of liquors and that it is the opinion of the medical men of this city that these deaths are due to the adulterants in these liquors. As a consequence The Advertiser proposes to do its part in having the sale of this poison stopped.

That the wholesale dealers are willing to cooperate is encouraging. With their help and with the work of the federal and territorial authorities, the traffic in death-dealing drinks should be eliminated.

There are many conscientious persons in Honolulu who are not today in favor of prohibition; there are few, if any, who are not in favor of putting an end to the sale of liquors that bring rapid physical disability and too often death to the Hawaiians. The majority of these would make the prohibition cause theirs if that were the only way to put the doped whisky and adulterated wine sellers out of business.

The wholesale dealers are doubtless sincere in the offer they make to the license commissioners. This being so, the success of the antipoison drink campaign appears to be assured.

## LIVING EXPENSES HIGHER.

Owing almost entirely to the increased cost of food, there will probably be a deficiency of \$1,000,000 at the end of the current fiscal year for feeding the United States army.

This is the opinion of Brig-Gen. Henry G. Sharpe, commissary general, U. S. A.

On account of the steady advance in the price of foodstuffs the government has been unable to pay cash for much of what has been purchased so far this fiscal year.

The army appropriation bill will carry at least \$500,000 more to be expended by the commissary general than was contained in the original estimates of the secretary of war, which were presented to congress at the beginning of the present session. The increase in the cost of food during the last few months has led Brigadier-General Sharpe to ask that this sum be added in order to prevent a deficiency next year.

In commenting on this condition of affairs, Brigadier-General Sharpe has just informed the house committee on military affairs that the cost of rations for all posts in July and August of last year was 29.80 cents. From November, 1908, to February, 1909, the cost ran up to 21.07 cents. For the fiscal year 1908-09 it averaged 21.65. In reply to a question as to whether he expected a reduction in the future, he said:

"No; it is going up. It is nearer 22 cents now than it is 21."

The corrected estimate for feeding the army during the next fiscal year is \$9,700,000.

The absurdity of the coastwise law is shown by the fact that Governor Frost was forced for coming home on a Japanese liner while Governor Carter sailed away on the same ship without a penalty. A law that makes it a misdemeanor for an American to come to an American port, but places no hindrance on an American leaving an American port for a foreign one, is an anomaly, to say the least.

## STREET PAVING.

James A. McCandless suggests that property owners should pay for the improvement of the street in front of their own property, whether in whole or in part is not stated. This is, in effect, the frontage tax system, the system in force in most modern municipalities, which works admirably.

In its working out, the frontage tax system is: The property owners, or two-thirds of them, on both sides of a block street, petition their municipal council or their supervisors to lay a specified pavement along the block. The petition pledges the property owners to pay one-half the cost of paving, this to be assessed against the property in yearly payments, usually for five years, with interest, collections being made at taxpaying periods. The municipality pays the other half of the cost. Street improvement bonds are floated, the municipality being able to secure cheaper money than the petitioners, and the work of laying the pavement is done by the municipality according to established standards.

This is a simple, economical and satisfactory way of securing permanent pavements, but unfortunately there is no way at present of instituting the plan in Honolulu. Until the municipality has the power to borrow money it can raise no large amount to start in with. The right to borrow can not come until it is also accompanied with the right to levy taxes. Even if it be deemed expedient to grant that right to the counties and the city, nothing could be done for nearly two years to come.

Under present circumstances, if Honolulu is to make a start toward putting the main streets of the city into a satisfactory condition, it can only be done out of current revenue. That will mean a curtailment of the general road work, and the question to be decided is whether the members of the road committee of the board of supervisors can make up their minds to stop spending their total appropriation and put enough at one side to form a permanent pavement fund.

Few will disagree with the assertion that eventually Honolulu and the island generally will be money ahead by doing so, while there will be less occasion to apologize to each other and visitors for the usual condition of the downtown streets. To lay aside any fair proportion of the monthly allowance, however, will be to stop, temporarily, at least, a third of the present road work, and what is worse from the politician's standpoint, the move would mean the laying off of a third of the employees of the road department. To do this, with the elections ten months off, would require more moral courage than many give the supervisors credit for.

Four thousand dollars a month set aside for three months would furnish a sum sufficient to warrant the municipality entering into a contract for a bituminous pavement on Fort street from the waterfront to Beretania avenue. Twenty thousand dollars would provide the same pavement on King street from the market to the capitol. Thus, before the end of their term the present supervisors could see the two main streets of the city in such shape that no further work beyond minor repairs would be necessary for the next ten years.

With these examples before them the taxpayers would insist on the following boards continuing on the program of providing the city with city streets. Then the time would come when the road expenses of the city and county would be only a fraction of what they are under the present system of "build a road and then start in to build it over again," with no end in sight.

Over five years ago the portion of Queen street between Fort and Alakea was laid in asphalt, and, although the mixture used was somewhat softer than it has been found the climate requires, that portion of Queen street is as good today as the day it was laid, with a fair share of the heavy teaming of the city being done over it. That strip is an example of what can be done. It is a sample of what should be done.

## HALLEY'S COMET.

From now on we may look for reports to the effect that Halley's comet has been seen cannonballing toward Honolulu. It was picked out by a nine-inch telescope in New England two weeks ago, and is due to leave into sight from Diamond Head next week. According to Flammarion, it is traveling toward us at the rate of 120,000 miles an hour, so that while through the ordinary glass it may appear to be little more than a discoloration for some time to come, it will grow perceptibly larger week by week until the field glass and the opera glass and, finally, the unaided eye will be able to locate and to hold it. According to present calculations, the comet will be in perihelion in April. In May it will be a conspicuous object, and it will continue as the greatest public spectacle of the period for some weeks.

Recently it has been thought possible that the earth might be brushed by the tail of this visitor, and astronomers have hastened to assure us that even if this should happen it would probably cause us not the slightest inconvenience. But later calculations agree that at its nearest approach it will be many millions of miles out of the earth's path and far beyond any possibility of exerting an influence of any kind upon this planet.

Since Prof. Max Wolf of Heidelberg University caught his first glimpse of the returning comet, on September 11 last, a vast amount of matter has been written concerning it, but it is remarkable how little real knowledge we possess regarding it, beyond that of purely historical character. Whether with improved astronomical instruments we shall learn much more about it, or about comets in general, during this visit, remains to be seen. It will naturally be subjected while visible to constant and close scrutiny, for we shall not have another opportunity to gaze upon it until 1985. And since comets have a way of breaking up and disappearing altogether, we may not have an opportunity of seeing it then.

## INTERESTING TRADE FIGURES.

During the first ten months of last year, the United States imported no less than fifty-four million dollars' worth of coffee from South America, nine million dollars' worth more than in the corresponding months of 1908. The total coffee imports of this country for ten months amounted to \$45,000,000 pounds, valued at sixty-four million dollars. Brazil alone furnished the American table with 694,000,000 pounds.

Brazil also enjoys a tremendous rubber trade with America, during the period mentioned having sold to American consumers one-half of the seventy-three million pounds imported. The importations of rubber have increased largely, both in quantity and total cost, the value of the ten months' importations in 1909 being thirty-two million dollars, compared with seventeen million dollars as the value of the 1908 importations.

A million dollars' worth of raw cotton, six hundred and twenty-five thousand dollars' worth of raw sugar and three hundred and twenty-nine thousand dollars' worth of bananas are other interesting importations.

South America exported in all \$260,000,000 worth of goods, principally raw material, to the United States last year, which is \$27,000,000 more than in any other one year heretofore.

In exchange, American manufacturers were able to supply South American consumers with only \$86,000,000 worth of American goods, about the same amount as in the banner trade year of 1907.

## SUPERVISORS VERSUS SUPERINTENDENT.

Regarding the controversy again threatening between the supervisors and the superintendent of public works respecting the power of the latter over the city streets, the territorial official is standing, as we understand the matter, on his rights as he thinks they are granted in the Organic Act. This has been repeatedly threshed over in the press, but has never as yet been taken into the courts. Until it is, it is probable that the same old clash will recur as often as the gas company or the electric light company dig up the pavements.

Superintendent Campbell assumes that the Organic Act names the superintendent of public works as the one having all authority in the matter of streets and the granting of rights pertaining to streets in cases where corporations having federal franchises are concerned. He has been quoted as going further than this in his contentions as to the powers granted by the Organic Act, stating that the testing of these powers in the courts might result in the impairment of the County Act and the Municipal Act.

It may be that the supervisors are pulling their own house down about their ears in threatening to take action against the gas company in the present case of enforcing their street ordinance, but even at that risk the matter ought to be settled one way or the other. Either the superintendent of public works has the right to grant permission to certain corporations to tear up the streets or he has not, and, apparently, only a test case in the courts can determine which.

Subscriptions are coming in more freely for the observatory fund and the erection of a temporary building for the big College of Hawaii telescope is now assured. The fund has not as yet been raised in its entirety, however, and there is need for further subscriptions. The Advertiser and the Star are receiving and acknowledging amounts from four bits up.

Mrs. Watson denies that her husband, the poet, is crazy. But if he isn't crazy how can he be a poet?

## INVESTIGATING THE EUCALYPTUS

Forester Hosmer Submits a Report Showing What Is Being Done.

At the meeting of the board of agriculture and forestry last Wednesday Chief Forester Ralph S. Hosmer submitted a report which dealt largely with the eucalyptus investigation that is now under way. In this report Mr. Hosmer said:

"The investigation of the planted groves of eucalyptus in the Territory, of which mention has been made in previous reports, is now well under way. Louis Margolin, forest examiner in the United States forest service, arrived in Honolulu November 29. On December 23 Mr. Margolin and I started on a quick but comprehensive trip to Maui and Hawaii, during which we visited the principal eucalyptus groves on those islands. We returned to Honolulu on December 14. The object of this trip was to put Mr. Margolin well in touch with the local situation before detailed work was begun in any one place.

The program of the eucalyptus investigation, as it now stands, includes the compilation of all the available data in regard to the existing groves, the accurate measurement of a sufficient number of standing and felled trees to secure figures for tables that can be used in estimating volume and yield, and the taking of sample plots to show the height, size and yield of typical areas.

"In connection with this study there have been cut in the Tantalus forest 150 eucalyptus trees of the species blue gum (E. globulus), swamp mahogany (E. robusta) and the yate (E. cornuta). These trees were taken out in places where the forest was in need of thinning, so that the double purpose is being served of getting the figures required for this investigation and at the same time bringing the Tantalus forest into better condition. Arrangements have been made with the Oahu Railway & Land Co., whereby these trees will be made into ties and posts. After being properly seasoned, the ties will be laid in different parts of the track, carefully marked and dated. Different methods of seasoning will be tried. The experiment, as a whole, should in the end yield facts of great interest, for it is the first time that the opportunity has presented itself of systematically trying out locally grown eucalyptus.

## Forest Extension.

"During December 5,516 trees were sent out by the government nursery for planting in various parts of the Territory. While this is materially less than the number distributed in November, when the Arbor Day trees were sent out, the distribution for December is, nevertheless, considerably above the average of former years. Of the trees sent out 3,144 were sold and 2,372 given away. Of the larger orders, the trees went to Lihue, Kauai; Spreckelsville, Maui, and to two places on the windward side of the island. Of the free trees 1,000 were sent to the Waiialua road board for roadside planting which, under the general direction of Mr. G. H. Gere, the county engineer, has been systematically undertaken in that section. Incidentally it may be noted that the division of forestry furnished a number of Christmas trees to persons in and about Honolulu, among them being the tree for the so-called Malihini Children's Festival.

"It is one of the functions of the government nursery to keep constantly on hand trees of the kinds in most demand for forest, windbreak and roadside planting. These trees are sold at cost price to anyone desiring to obtain them. Individuals or corporations desiring to do extensive tree planting are assisted to establish nurseries of their own, but if for any reason this is not convenient, the division of forestry stands ready, if given sufficient notice, to supply trees in practically any quantity. In this way it follows up its recommendations by practical support.

## Trees for Homesteaders.

"At the end of December there were on hand in the nursery and at the Makiki station 75,000 seedlings in seed boxes, transplant boxes and pots. About 30,000 are to be used in planting the water reserve in the Pupukea and Paumotu homestead tract. The trees are to be planted in accordance with a plan drawn up by Mr. Haughts in November. They will be sent out as soon as the homesteaders who are to do the work are ready to receive them. It is expected that the trees will be put into the ground within the next few weeks.

## A New Tree.

"There has recently been received from Japan a consignment of the seed of Japanese cedar (Cryptomeria japonica) or, as the Japanese call it 'sugi.' This tree has been found, by experiment, to grow well in this Territory, especially in somewhat sheltered situations between the elevations of 1000 and 4000 feet. Sample lots of this seed are being distributed to various persons throughout the Islands who have agreed to plant and care for seed of promising plants. The division of forestry will be glad to supply small sample lots to other persons who would like to try the Japanese cedar. There are also now on hand for free distribution for a limited time seedling trees of the Japanese cedar resulting from seed obtained last year. These seedlings will be given out to persons who have land suitably located for the growing of this species. The Japanese cedar is a tree that ought generally to be planted in Hawaii at elevations where it will do well. In Japan it is used for a great variety of purposes, such in the same way as is the redwood in California.

## THE FAMILY TREASURER.

"Yes, I suppose children are a blessing in the home."  
"You bet they are. Why, often I would have to go morning without my car fare if there wasn't the kid's bank to touch."

## DREIER—FRATES WEDDING.

Within a bower of maidenhair ferns, asters and malle, harmonized with beautiful decorative effect, Miss Adele Dreier and Dr. F. E. Frates were united in marriage last evening at 8 o'clock, at St. Augustine's Roman Catholic church, Waikiki, the Right Reverend Bishop Libert, assisted by Fathers Valentin and Stephen, officiating. The pretty church interior was picturesque with pillars wound with malle, with pure white aster blossoms, feathery maidenhair and white satin ribbons completing a very artistic effect.

Preceding the bridal party up the aisle to the chancel was a quartet of pretty little misses, each in a pink and white frock, and each one carrying a basket trimmed with yellow ribbons, filled with blossoms which they strewed upon the carpet. Following them came the maid of honor, Miss Irene Dickson, who was lovely in a magnificent gown of French embroidered net with demi train, a picture hat with long white ostrich plumes completing a charming costume. The bride tall and stately, a picture of loveliness, followed the party to the chancel, wearing a gown of broad silk trimmed with pearls, the overdress being of spangled net, a tulle veil being held to the coiffure with orange blossoms. She carried a shower bouquet.

During the ceremony rain poured upon the roof of the church, adding a solemn profundity to organ accompaniment. The bride was given away by Hon. Cecil Brown.

From the church to the beautiful Dreier home "Uluani," on Beretania avenue, the bridal party was conveyed in autos. As the bride and groom stepped upon the veranda a Hawaiian quiet club gave them a joyful musical welcome and soon the guests arrived. The elegant Dreier home was brilliantly illuminated and decorated in green and white, a very charming tone being given to the spacious halls and rooms, for the Dreier home is one of the most attractive in Honolulu. The reception parlor was hung with festoons of malle with here and there clusters of asters, slender potted palms adding a tropical effect. There was a delicacy of decoration everywhere, free from masses of flowers, giving a most charming effect.

In the receiving line were the bride and groom, the maid of honor, Miss Dickson; the best man, Mr. Samuel Walker; Mrs. Dreier, the bride's mother, and Mrs. Emil Dreier. The little flower girls, the Misses Low, Magoon, Davison and Holt, stood in the reception hall to which the guests were ushered by Messrs. Will Dickson, Clarence Waterman, George Fuller and C. A. Mackintosh. The bride's mother wore a handsome gown of steel gray silk with overdress of gray gauze.

A large tent had been raised over a portion of the lawn immediately adjoining the house and this was decorated with American and Hawaiian flags and filled with potted plants, and there refreshments were to have been served but the inclement weather dampened the grass and the supper was served upon the verandas which were enclosed with huge Hawaiian flags. A delicious champagne punch brewed by Miss Ladd was drunk in healths to the charming bride and the groom. A rich array of presents was displayed in the dining-room comprising many beautiful sets of silver and cutglass pieces.

Doctor and Mrs. Frates leave today in the Pacific Mail steamship Siberia for the Coast, where they will spend their honeymoon.

The bride is the daughter of the late A. Dreier, one of the foremost of sugar planters during his later years, particularly on the island of Kauai. The groom was for about two years the resident physician of the Queen's Hospital. He recently resigned from the staff and will probably engage in the practice of his profession upon the mainland.

## MINISTER CALHOUN HAS SEEN SERVICE

In appointing W. J. Calhoun as minister to China, the United States government recognized the importance of this diplomatic post. China, as a trading field, affords great possibilities for what might be termed commercial diplomacy, and the various governments are beginning to give the empire a very high place in the scope of their international relations. Mr. Calhoun is a statesman combining both business and diplomatic qualifications.

He is a member of the law firm of Calhoun, Lyford & Shearn, of Chicago, his home city. He was born in Pittsburg on October 5, 1848, and was a close friend of the late President McKinley, by whom he was intrusted with the important mission of investigating affairs in Cuba just before the Spanish war. In 1905 he was sent by President Roosevelt as a special envoy to investigate the cause of the trouble between the United States and Venezuela, which grew out of the dispute of the Venezuelan government with the Bermudez Asphalt Company. Mr. Calhoun was a member of the Interstate Commerce Commission from March 8, 1898, to October 1, 1900.

## \$42,430,476 for Warships.

Exactly \$42,430,476 will be spent on vessels of the navy now under construction during the fiscal year 1910 to 1913, inclusive, under the estimates submitted to congress by the navy department. Of this amount, \$30,732,063 will be for hulls and \$11,697,913 for machinery. The total amount during the current fiscal year is estimated at \$24,520,762, for 1911 it totals \$13,377,230, for 1912 and 1913 it aggregates \$4,534,501.

"You say it was your 'double' that stole the chickens?"  
"You know I gave you thirty days once for chicken stealing!"  
"Ah remember, huh?"  
"Well, this time you get sixty. That's the court's double!"  
—Philadelphia Ledger.